

SOUTH AUSTRALIAN SOCIETY OF MODEL
& EXPERIMENTAL ENGINEERS

MARCH / JUNE 1980

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SASMEE BULLETIN

THE OFFICIAL JOURNAL
OF

THE SOUTH AUSTRALIAN SOCIETY OF
MODEL AND EXPERIMENTAL ENGINEERS



ISSN - 0158 - 3700

MARCH — JUNE 1980

MARCH 1980

What's On At SASMEE

Saturday	1	Working Bee	1pm
Sunday	2	Public Field Day-	2-5pm
Tuesday	4	Committee Meeting	7.30pm
Tuesday	11	General Meeting	8pm
Saturday	15	Public Field Day-	2-5pm
Tuesday	25	Informal Meeting	8pm
Sunday	30	Charity Field Day	2-5pm

APRIL 1980

Tuesday	1	Committee Meeting	8pm
Easter Saturday	5	Working Bee/Play Day	
Easter Sunday	6	Public Field Day	2-5pm
Easter Monday	7	Working Bee/Play Day	
Tuesday	8	General Meeting	8pm
Saturday	19	Public Field Day	2-5pm
Tuesday	22	Informal Meeting	8pm

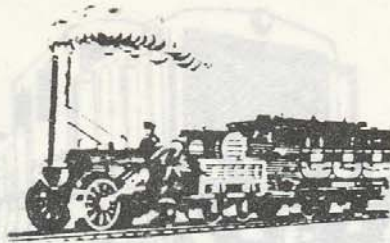
MAY 1980

Saturday	3	Working Bee	1pm
Sunday	4	Public Field Day	2-5pm
Tuesday	6	Committee Meeting	7.30pm
Tuesday	13	Annual General Meeting	8pm (Election of Office Bearers)
Saturday	17	Public Field Day	2-5pm
Tuesday	27	Informal Meeting	8pm
Saturday	31	Exhibition	2-5pm
		Play Night	5-? pm.

JUNE 1980

Sunday	1	Exhibition	2-5pm
Tuesday	3	Committee Meeting	7.30pm
Saturday	7	Working Bee	1pm
Tuesday	10	General Meeting	
		Film Evening - Easter Convention	8pm
Saturday	21	Public Field Day	2-5pm
Tuesday	24	Informal Meeting	8pm

Editorial



I record on paper an observation and consensus that has been made by many members over the past months.

I refer to the response of Members to SASMEE activities. The "Show of Work", "Xmas Party" and January "Play night".

These activities have appealed to the Members at large and have resulted in good fellowship and comradeship.

The "Show of work" no doubt was the highlight of our activities and has been the stimulus towards the success of all our functions to date, including the Jan 19th Public Field Day which would have to be a record in attendance and member participation.

Possibly we may be beginning to realise that meetings on the 2nd Tuesday of the month need not be bogged down with trivia, and that our activities in general can be fruitfully directed towards Experimental and Model Engineering. Lets aim to promote more interesting and varied activities, avoid trivia and tedium at meetings, so that the aims and objectives of SASMEE may be to the benefit of the ME fraternity.

The Late Fred Hercus:

It is with regret that we record the death of Fred Hercus.

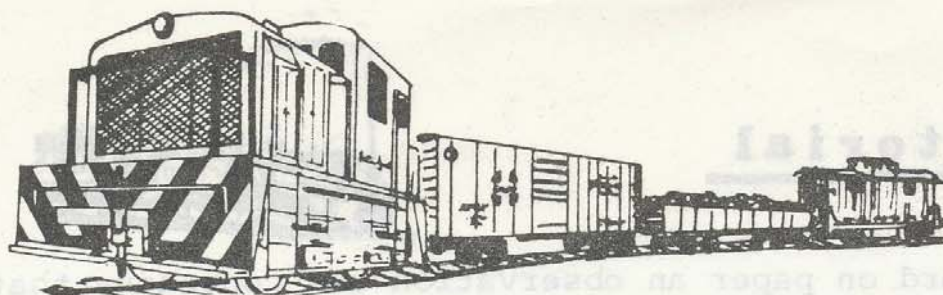
During his long association with SASMEE, he proved himself as a true craftsman and further by his actions, an inspiration to many of the younger members.

Over the past few years Fred had generously provided a significant amount of the material now in our Library.

NOT HOW DID HE DIE,
BUT HOW DID HE LIVE,
NOT WHAT DID HE GAIN,
BUT WHAT DID HE GIVE,

These are the things that measure the worth of a man as a person, regardless of birth.

Peter Denholm.



THE GROUND LEVEL TRACK

The steel viaduct has reached the point where the floor is now being laid either side of the track. This whole bridge structure makes a fine sight and is a credit to those members who have created and built it.

Work is now moving on the track section heading back towards the Club house and excavations for the concrete pad on which the track will lay have been commenced.

Excavations for the pedestrian overpass are also in progress.

Bill Holdsworth, Peter Lindblom, Angus Templeman, have put in a lot of time preparing and mounting sleepers to the track lengths. The sleepers are held to the track ties by pan head wood screws rather than nails.

ELEVATED TRACK - REVERSE RUNNING

The question has been raised as to whether we could occasionally run on field days in the reverse direction. It certainly would make a nice change and would tend to equalize general wear on wheel flanges etc., while we can run in the reverse mode anytime, we don't have any protection against collisions when more than one train is on the track. To facilitate safe reverse running a strut has been made to rectify existing signal circuits and to provide alternate positions for existing signals.

It is not just a matter of turning the signals around 180° on their existing mountings.

Two of our keen young members Gavin Thrum and Peter Cockburn are assisting with the electrical modifications and the positioning of alternate signal mounting brackets and posts.

It will not be long before we can enjoy the experience of reverse running. Those who have done this say it is just like running on an entirely different track.

Ian Clark.

SASMEE

NOTICES

Our pleas for wood for the vertical boiler have proved to be an embarrassment, the response has been appreciated, but the quality of some of the wood has left much to be desired, indeed much effort has been expended in cleaning up and sorting out some of the "wood" that has been placed around the Club.

Yes, we do still require good materials to burn in the boiler, but please, no rubbish and ensure the wood is deposited in a tidy manner in the area set aside for storage. Many thanks.



ANNUAL SUBS -1980/81.

Members are reminded that Annual Subscriptions for 1980/81 are now due.

Our Treasurer Bill Holdsworth has requested that the Subs be paid on a Field Day instead of leaving it to the AGM or General Meeting.

It is readily appreciated how much easier it is for Bill to accept renewals on a Field Day.

Many thanks.

SASMEE EASTER PROGRAMME.

Saturday afternoon will be a working bee come play day.

Sunday afternoon will be our scheduled Public Field Day.

Monday afternoon will be a play day.

So over the Easter period, remember that SASMEE facilities will be available to all members.

Come along, enjoy the fun?.

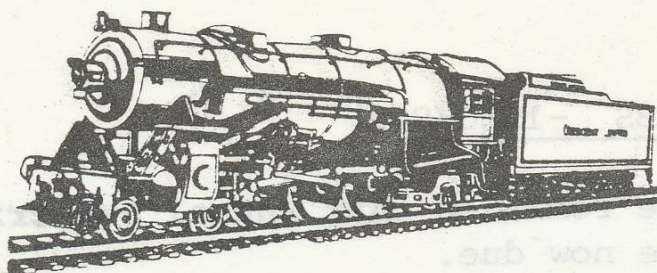
What's On At SASMEE

THE EASTER CONVENTION.

Members are no doubt aware of the Easter Convention being held in Melbourne. For those unable to attend the Convention, the General Meeting in June, specifically Tuesday 10th will be the opportunity to see Convention films and slides.

To all those going to Melbourne, remember those left at home, take plenty of films.

It was suggested by the Secretary, that if response is similar to previous years, slides may have to be restricted to say 20 each.



SYMPOSIUM - TUESDAY 8th APRIL

BOILERS:- STEEL Vs COPPER

Terry Middleton has consented to organise and speak at a symposium on Steel Boilers at the General Meeting on Tuesday 8th April.

Terry will be supported with talks by Tom England, Howard Bateup and Alan Brabham.

The Steel Boiler is now with us, but our knowledge of it is limited. It would be extremely difficult to have available together the wealth of knowledge and experience of these four members, each having constructed many boilers as well each successfully building a Steel Boiler. A most instructive evening is assured on a subject many of us desire to know more.

THE LATE FRED HERCUS

It was with regret that I learned of the passing of Fred Hercus. He was the son of a carpenter who originally migrated from the Orkney Islands and came to Australia. Fred was born at Semaphore SA. His father moved to Broken Hill and Fred went to school, later he worked for the Zinc Corp., and then with De Bayvis who was an Industrial Chemist, at the time he went to night school.

The family finally moved back to Adelaide and Fred was apprenticed to Southcott Engineers and again he furthered his studies at the School of Mines and also did an I.C.S. course, so no doubt in some respects he was a self educated man.

At the outbreak of World War 1, England was very short of skilled Tradesmen. A call was made to Australia, Fred felt he could serve his country best as a Tradesman and with many others went to England. Here he worked in the Rolls Royce Aero Engine Factory, Vickers in those days one of the largest factories also the Woolwich Arsenal a huge munition works and Fraser & Chalmers. These years of service were well spent as he gained a wealth of knowledge and practical experience, far beyond anything that was available in this Country in those times. All this put him in good stead for after a few years he returned to Aust., and eventually started up his own business.

His first venture was in Chapel Street, Norwood around 1920. One of his Factory lines was making ring gears for Motor car fly wheels. The steel was forced into a circle and either fire welded or oxy welded, (not elect.). The rings were then completely machined and the gears cut.

In those days there were a number of small workshops making parts for the motor car trade. They made cylinder borers, grinders, lathes and drills and quite a bit of jobbing work as well.

His early Bar Bed Lathe sold for £8.10.0, or \$17.00. in 1938. He moved the plant to Southwark and after a few years World War 2 started and all Factories were under the strict control of the Ministry of Munitions

and Fred Hercus was told to produce his small lathe in quantity for the three Armed Services to train their personnel for various work and maintenance. Many other items were also made.

Fred was a very conscientious man and personally worked very hard. This took its toll as at one stage he became very ill and was laid up for several months, but he finally made a complete recovery and returned to running his business for which he lived and loved.

The war ends and things return to normal peace time. He expanded into post war work. His sons came into the business and finally took over.

Fred retired and concentrated on his Model Engineering. His main hobby was any old stationary steam engine and he made a number of detailed scale models of these engines which were displayed from time to time at Club meetings.

We have lost the Meticulous Master of metals.

John Welch.



The late Fred Hercus

Welcome

NEW MEMBERS.

We welcome to our ranks the following new members:-

Mrs. Coralie Lethbridge, wife and mother of Alan and Mark respectively.

Miss Margaret Frances, daughter of Bert.

Mr. Geoff Williams by trade a Marine Engineer, fitter and turner whose interests are steam.

Mr. Allan Faunt, an architect whose interest is model engineering.

Mr. Barry Dunstan, a clerk whose interests are locos.

Mr. Peter Cockburn, a student member

We do apologise to our many applicants for membership, that due to no business being conducted at the scheduled Nov and Jan General Meetings, Membership applications have not been dealt with in the manner as required by the Constitution.

FOR THE FILES

Have you noticed the Serial Number on the cover of the SASMEE Bulletin? This Serial number will be printed on the cover of future issues of the SASMEE Bulletin.

Issues of the SASMEE Bulletin are retained in the National Library of Australia, Canberra ACT.

As Australia is a full participant in an International Standard Serial numbering scheme, with the National Library operating as the Australian National Centre for the International Serials Data System (ISDS), the SASMEE Bulletin has been assigned the International Standard Serial Number - ISSN 0158-3700.

The ISSN- 0158-3700, remains the same for all issues of the SASMEE Bulletin, unless a change of Title occurs.

From the MINUTES

EXHIBITION.

It was resolved to have a Model Engineering Exhibition at SASMEE on Saturday 31st May and Sunday 1st June, 1980. These dates coincide with the May School Holidays and the Sunday 1st June our normal Public Field Day.

Response to the questionnaire in the last 'Bulletin' was most gratifying, indicating a degree of enthusiasm for this Exhibition.

Publicity material for the Exhibition is being prepared and members are requested to give this material wide circulation.

Further a detailed roster will shortly be circulated for such functions as Stewards, Locos, Canteen etc., based on the response from the questionnaire.

Frank Lee has volunteered to look after security for the Exhibition.

There must be many varied and interesting models which the organising Committee are not aware of. If you know of any models that fit this category, please let the Sub-Committee know of their whereabouts.

LADIES TOILET.

Fred Gordon assisted by other willing helpers, have completed the installation of a second ladies toilet. The toilet is located alongside the original toilet. During the course of the toilet's construction it was discovered that the 'White Ants' have been over active in the Club House structure. This required consultation with a pest extermination firm and a job carried out to exterminate the white ants.

Regrettably many beams and trusses were beyond saving so Phil Waugh was called in to replace those affected. A big job for Phil and Fred. The future of the existing Club-house structure must now be a subject for consideration.



OBITUARY ON THE LATE F.W.HERCUS

Brian Niesche..... Recalls an incident 40 years ago.

To a young lad of 15 years Frederick William Hercus was a man to whom respect came naturally, indeed even feared; such was the relationship between employee and employer.

My brief sojourn as an employee of F.W. Hercus Manufacturing Co.Ltd., began shortly after the firm moved from Norwood to a new factory in Anderson Street, Southwark, the result of an injection of capital by McPhersons.

I had just left school and my father insisted that I learn a trade and not become a 'pencil pusher'. A few local firms were approached and finally Mr. Hercus agreed to take me on as 'tea boy' in the interim period as I was a little young, but no promise was made of an apprenticeship.

My duties initially consisted of sweeping the shop, collecting lunch orders and boiling a 4 gallon tin of water for lunch teas (no morning or afternoon smoko then).

The outbreak of "World War 2" was imminent; I was now a junior member of SASMEE. I met my boss occasionally on Club meeting nights; I also arranged to buy through McPhersons a new 4" flat bed lathe, (alas now out of production).

Fred as he was called behind his back, Mr. Hercus to his face, to differentiate from his father J.C. (not after that biblical gentleman however) who ran the store. Fred would walk through the rows of machines stopping occasionally to examine components in the process of manufacture. In his perculiar gruff manner, and then only rarely he would speak to the men on the shop floor. In fact if he walked over to you one got the feeling of guilt.

As time went by I received tuition on the lathe and was given simple machinery operations to perform.

One day I got the urge to do a "foreign order", keeping a furtive eye open for authority and I proceeded

engrossed in "my" job only to see Fred eyeing me off from a distance. Too late to hide my misdemeanour, he approached and queried my job. I, hoping to put him off pleaded ignorance, elaborating that Ern had given me the job.

Ern Brooks the leading hand, was a man of strong principles and being asked to explain the nature of said job was not going to tarnish his unblemished record and cover up!

Authority conferred and after a lecture on the error of my ways was told to finish up; I eventually went to the Railways and did my apprenticeship there----- but that is another story.

Twenty years or so elapsed before I met up with Fred again, the gruff manner was still there; I believe he had a generous heart, but then I never really did get to know him.

Brian Niesche.

INFORMATION REQUESTED.

Does any reader know of any books, or can supply information to a chappie in need!!

This chappie has an engine - single cylinder - which he wishes to restore but seeks information on it first.

The engine in question is a single cylinder-Kero as fuel, made by:-

Seager Engine Works,

Type A No.3,

Lansing. Michigan U.S.A.

If you are able to loan any books on this engine to me I will obtain photostats and return originals to you safely. On the other hand, if it's only information you have, please ring 2555211 (during day), 2646717 (night), and ask for your truly. If I am absent, leave a message.

Terry Middleton.

BOGIE EXCHANGE AT TEROWIE - IN 1887

With the planned increase in traffic over the line to Broken Hill (in the 18880's) a bogie exchange centre was planned for Terowie by the engineering chief, Mr. Mais who had returned from Europe and U.S.A. in 1884 with reports of a successful system of Bogie exchange.

Two waggons were built for trial purposes. These were built by the "Adelaide Locomotive & Carriage Works" and the first was completed in October 1886. The net cost - 1,700 and was built north of Terowie station and west of the main line. The pit was finished on December 20th.

The first test was on 18th March 1887, in the test a bogie cattle wagon ('R' Class) on 5'3" was transferred to 3'6". The wagon was loaded to represent a full load. Transfer time was approximately 4-3/4 minutes.

The system was for some reason never extended, and in two or three years the wagons were converted to normal 5'3" cars.

(EDITED AND EXTRACTED FROM S.A.R.I. MAGAZINE 1965.)

Phil Hart.

PROJECTS

Member participation at "Working Bees" has been very poor, and far too many jobs are slipping further and further behind.

More assistance is required with the 7½" track, and Wally Brownlow is attempting to organise a final thrust to finish off the "launching pad" on the Boat pond.

Ian Clark has placed a notice board upon the Club house wall, which outlines the projects requiring attention.

Every effort is being made to more effectively utilise the Working bee workforce to avoid the feeling that the time devoted by members is ineffectually utilised.

YOUR ASSISTANCE IS REQUIRED, Spare that occasional hour or two to lend a hand in improving your Society's environs.

Boilermakers



EXEMPTION OF SASMEE FROM THE BOILER AND PRESSURE VESSEL ACT 1968 - 78

Approximately three years ago some members of the Society were concerned that we were not exempted from the above Act. Accordingly, a formal approach was made to the Department of Labour and Industry for such an exemption. The approach was well documented with extracts and photostats of the appropriate Acts in other Australian States, namely Victoria, Western Australia and New South Wales, which had granted exemptions.

However, and Act of Parliament is not changed easily or quickly and so our submission laid with a list of other changes that had been considered to be made to the above Act (one of the proposed changes was a full changeover to metrication in the legislation, volume to litres, heating surface to square metres etc.)

Nevertheless, in the fulness of time and due to the change in the above Act, we have been granted our wish and so all miniature boilers designed and built to Australian Miniature Boiler Safety Committee Code Parts 1 and 2 in South Australia, are exempted from: -

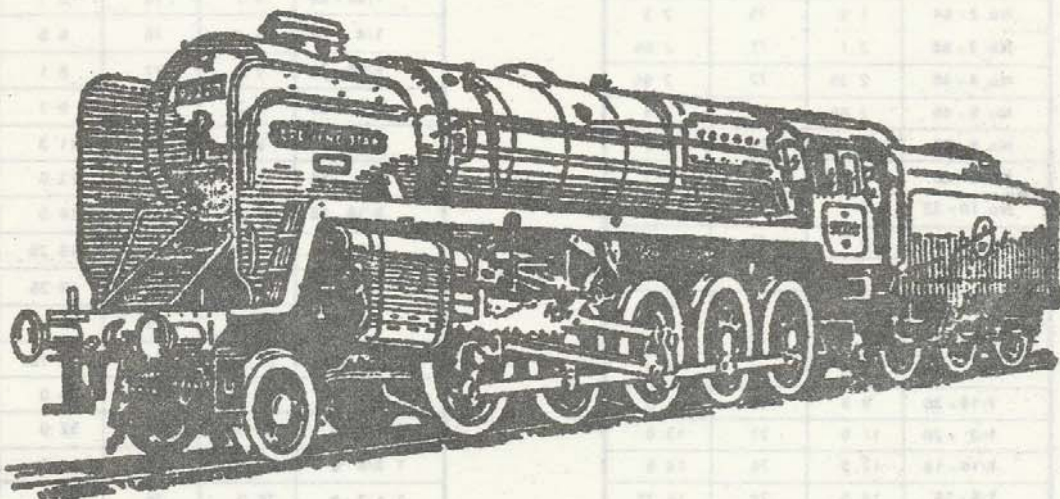
- (1) Having the design approved by the DLI Design Review Section before building commences;
- (2) Registration of the finished boiler and the subsequent inspection by DLI Boiler Inspectors.

You may, on reflection of this say "How does this effect the Society or our activities?" It does not alter our present system one iota, it only makes it legal, which is what some members thought should be done. The other aspect of this being granted, is that it can be considered a pat on our back, or an acknowledgement of how the Society is run, the aspects of inspection etc. of the miniature boilers. It appears that our quality control is up to the required standard and shows that DLI have complete faith in our system. So it is in the Society's interest and is essential that the above system be maintained.

In the event of any major fire, explosion etc, occurring on the track or ground, the above exemption does not give the Society immunity from any investigation by the appropriate authority.

The essence of all this has been taken from the Regulations which were published in the Government Gazette dated 31st January 1980 pages 193-4 and 207-221, the date of operation being 1st March 1980.

Terry Middleton



STOP PRESS

EXHIBITION

With this issue of the "Bulletin" is a roster for the Exhibition, plus a promotional pamphlet. The roster is based on the response we had to a recent questionnaire; even though you may not be listed, we will have a job for you on the day.

On the opening day of the Exhibition it would be appreciated if members and their exhibits could be at SASMEE between 10 am and 12 noon to set up and arrange the displays.

STOP PRESS

It is pleasing to report that Herb Croker is recovering well. The doctor has given Herb the OK to continue with his desired activities, and it appears at this stage that Herb will be able to resume driving.

TAPPING AND DRILLING CHART

(U)NF

Nominal Size Inches	Recom- mended Tapping Drill Size mm	% Depth of Thread	Clearance Drill mm
No. 0 × 80	1.2	79	1.6
No. 1 × 72	1.5	77	1.95
No. 2 × 64	1.8	75	2.3
No. 3 × 56	2.1	71	2.65
No. 4 × 48	2.35	72	2.95
No. 5 × 44	2.65	71	3.3
No. 6 × 40	2.9	74	3.6
No. 8 × 36	3.5	73	4.3
No. 10 × 32	4.1	71	4.9
No. 12 × 28	4.6	75	5.6
1/4 × 28	5.5	76	6.5
5/16 × 24	7.0	72	8.1
3/8 × 24	8.5	79	9.7
7/16 × 20	9.9	78	11.3
1/2 × 20	11.5	77	13.0
9/16 × 18	12.9	76	14.5
5/8 × 18	14.5	79	16.25
3/4 × 16	17.5	80	19.25
7/8 × 14	20.5	74	22.5
1 × 12	23.5	73	25.75
1 1/8 × 12	26.5	75	29.0
1 1/4 × 12	29.75	73	32.0
1 3/8 × 12	32.75	79	35.5
1 1/2 × 12	36.0	76	38.5

BSF

Nominal Size Inches	Recom- mended Tapping Drill Size mm	% Depth of Thread	Clearance Drill mm
3/16 × 32	4.0	75	4.9
7/32 × 28	4.7	74	5.7
1/4 × 26	5.4	76	6.5
5/16 × 22	6.8	77	8.1
3/8 × 20	8.3	75	9.7
7/16 × 18	9.7	78	11.3
1/2 × 16	11.1	79	13.0
9/16 × 16	12.7	78	14.5
5/8 × 14	14.0	81	16.25
3/4 × 12	17.0	76	19.25
7/8 × 11	20.0	75	22.5
1 × 10	23.0	74	25.75
1 1/8 × 9	25.75	78	29.0
1 1/4 × 9	29.0	76	32.0
1 3/8 × 8	31.75	78	35.5
1 1/2 × 8	35.0	76	38.5
1 5/8 × 8	38.0	80	42.0
1 3/4 × 7	41.0	74	45.0
1 7/8 × 7	44.0	78	48.0
2 × 7	47.0	81	52.0
2 1/4 × 6	53.0	77	58.0
2 1/2 × 6	58.0	82	64.0

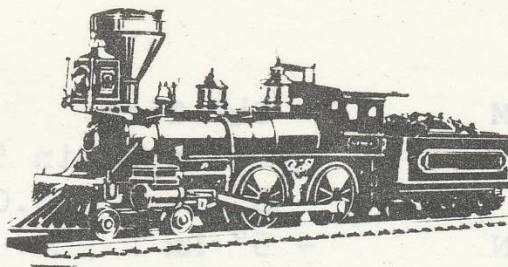
ME

DIA.	T.P.I.	CLEAR. DRILL	TAPPING DRILL
1/8	40	3.2mm	3/32"
5/32	40	22	1/8"
3/16	40	12	5/32"
7/32	40	5.6mm	3/16"
1/4	40	F	7/32"
5/16	32	8mm	7mm
5/16	40	O	9/32"
3/8	40	9.7mm	1 1/32"

BA

Nominal Size	Recom- mended Tapping Drill Size mm	% Depth of Thread	Clearance Drill mm
No. 14	0.8	72	1.1
No. 13	0.98	73	1.3
No. 12	1.05	75	1.4
No. 11	1.2	81	1.6
No. 10	1.4	71	1.75
No. 9	1.55	75	1.95
No. 8	1.8	77	2.25
No. 7	2.05	78	2.6
No. 6	2.3	78	2.9
No. 5	2.65	78	3.3
No. 4	3.0	76	3.7
No. 3	3.4	80	4.2
No. 2	4.0	72	4.8
No. 1	4.5	74	5.4
No. 0	5.1	75	6.1

ANNUAL SHOW OF WORK.



If you didn't come to the November meeting, then it was to your disadvantage. The proposal we had put forward earlier in the year for dispensing with the General Business and actually spending all night model engineering, came to fruition.

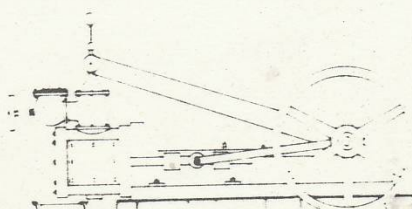
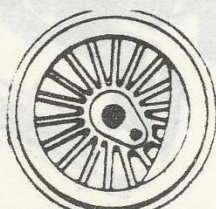
The first people began to gather about 5.30pm, and the vertical boiler began to warm up. Several people had tea at the grounds whilst watching the ever growing number of models.

The range of work was outstanding, from a huge $7\frac{1}{4}$ " 4-8-4 to a minuscule $3\frac{1}{2}$ " 0-4-0. A fine parade of locos circled the track all night, whilst the vertical boiler powered the industrial steam engines and showered sparks into the night air. The RC model boats betrayed themselves on the blackness of the pond by the twinkling of their lights. The static display had workshop tools, traction engines, boats and locos. A very good attendance of members was evident, and the groups engaged in learned discussion were spotted throughout the grounds.

At about 10.30 pm, the weather, which had threatened but had held its fury, began to show ominous signs. The city was ringed by the glows of distant lightning flashes. By the time I reached home, galeforce winds lashed the rain drops, and heralded the beginnings of the great storm which ravaged the State soon after.

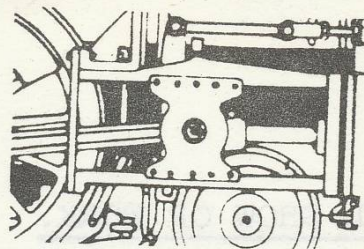
However, from talking to members, the evening seems to have been judged a huge success. From that, I take it that no one wants to engage in general business in November anymore. Could this mean we can become a model engineering Society instead of a debating society?

Below is a complete list (we hope) of all that were there and our apologies for anyone we missed out.

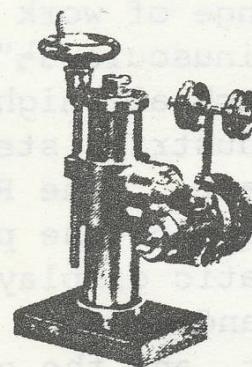


STATIC

PETER DENHOLM	- 3½" Tich
KEITH BESLEY	- 5" Mountain 500
JOHN BEAL	- 5" Tank 0.6.0.
JOHN GORDON	- 5" Rx
FRED GORDON	- 5" Simplex
RALPH SKEWES	- 5" Freelance Mikado
BOB NASH	- 7¼" 4.8.4.
JOHN WAKEFIELD	- 5" Mallet
BILL COLES	- 3½" Mountaineer
COLIN COOK	- 3½" Tich
BARRY GAMBLE	- 5/8" x 1-1/8" Freelance horizontal stationary engine.



HERB CROKER	- A big and small Allchin
JOHN MOORFIELD	- Speed Boat
MALCOLM AMBLER	- Cabin Cruiser
ALAN LETHBRIDGE	- Cruiser
NORM KERNICH	- Boston Blenheim
BRYAN HOMANN	- Metal Roller
DON ZANKER	- Angle Plates
Prof. REX SYMON	- Electric Motors
BRIAN NIESCHE	- Foden Steam Wagon

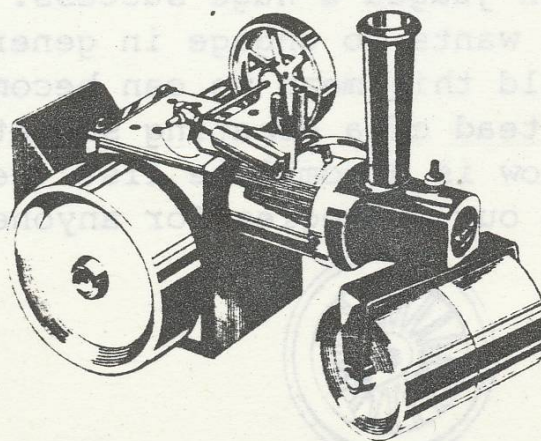


ON THE POND

BRYAN HOMANN	- Paddle Boat
JOHN WILLIAMS	- "Lady Shannon"

ON TRACK

PHIL WAUGH	- 5" 620
IAN CLARK	- 5" Electric
BOB SMITH	- 5" Baldwin (10 Wheeler)
RON HEWITT	- 5" Gresley
KEITH BESLEY	- 3½" Britannia
GLEN TEMPLEMAN	- 3½" Atlantic
BERT FRANCES	- 5" Gresley
JOHN BEAL	- 5" Diesel
ALAN LETHBRIDGE	- 5" Diesel
ALAN WALLACE	- 3½" Doris



ODDS and ENDS

Pleasing to note the activities of our female members. Mary Homann is playing an active role on the Exhibition Sub-Committee.

Margaret Frances giving us elegance and charm on the track with Dad's Gresley.

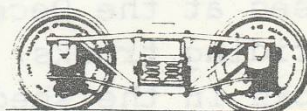
Jean Clark and Nina Brownlow have teamed up to look after the "Nursery", a collection of seedling which will eventually be planted along the railway fence near the tennis courts.

Members will be pleased to know that Herb Croker is making good progress towards his recovery from a stroke.

Herb is able to continue his modelling even though he has to take things easy. Unfortunately driving is out for Herb, and with his speedy recovery would appreciate the opportunity to get to SASMEE as often as possible, be it working bees, meetings and Field days. Herb is not up to the strains or vigours demanded with the use of Public Transport and therefore reliant on the goodwill of SASMEE members for transportation.

All members are urged to remember Herb and Joyce, the offer of a lift would be a real lift in more ways than one.

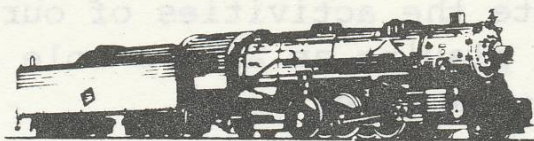
Horrie Guignon is planning to make a magnetic chuck for his grinder. If any members have knowledge and experience with magnetic chucks Horrie would appreciate any advice and hints.



Junior Member Ricky Heidenreich has undertaken to build additional seating and rubbish bin stands for placement around the SASMEE grounds. Ricky is to be congratulated on his enthusiasm and zeal.

Many thanks Ricky.

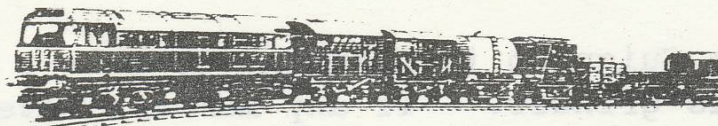
Rosters



LOCO ROSTER

<u>MARCH 2.</u>	<u>MARCH 15.</u>	<u>MARCH 30</u>	<u>APRIL 6</u>
F. LEE	R. SKEWES	J. BARKES	B. DUNSTAN
H. BATEUP	R. SMYTH	J. BEAL	I. CLARK
P. WAUGH	I. CLARK	P. WAUGH	B. FRANCIS
R. SMITH	B. FRANCIS	H. BATEUP	P. WAUGH
<u>APRIL 19.</u>	<u>MAY 4</u>	<u>MAY 17</u>	<u>MAY 31</u>
H. BATEUP	A. LETHBRIDGE	B. FRANCIS	Exhibition
R. SKEWES	J. BEAL	H. BATEUP	to be
R. SMYTH	B. DUNSTAN	I. CLARK	advised
K. BESLEY	P. WAUGH	R. SMITH	
<u>JUNE 1.</u>	<u>JUNE 21</u>		
Exhibition	I. CLARK		
to be	K. BESLEY		
advised	B. SMYTH		
	B. DUNSTAN		

Please remember that this Roster ensures the minimum Locos to handle our Public. If not included on Roster do not hesitate to bring your loco along.

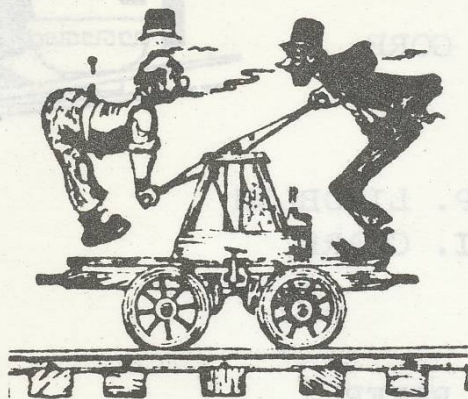


RIDING TRUCKS

Raised at the December General meeting was the subject of riding trucks. It was reported that many riding trucks in the shed were dilapidated and required attention.

Members with riding trucks stored at SASMEE are requested to attend to them, if not, they would be passed on to other members for attention and ultimate possession.

Rosters

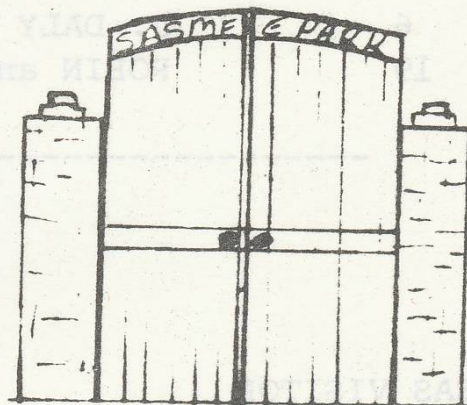


BOILER

MAR 2.	T. FOWLER
MAR 15	B. HOMANN
MAR 30	P. GRISCTI
APR 6	T. MIDDLETON
APR 19	D. BROWN
MAY 4	T. FOWLER
MAY 17	A. BRABHAM
MAY 31	EXHIBITION
JUN 1	T.B.A.
JUN 21	T. MIDDLETON

LOCK UP

MAR 8	H. BATEUP
MAR 22	P. WAUGH
MAR 29	P. GRISCTI
APR 12	A. BRASHAM
APR 26	T. FOWLER
MAY 10	E. HOLDSWORTH
MAY 24	J. DAVEY
JUNE 14	F. GORDON
JUNE 28	H. BATEUP



UNLOCK FOR INFORMAL MEETING

MAR. 25	T. FOWLER
APR 22	F. GORDON
MAY 27	W. BROWNLOW
JUN 24	I. I. CLARK

Rosters

CANTEEN ROSTER

MARCH 1980.

SUN 2

M. AMBLER and D. ATKINSON

SAT 15

T. FITTON and P. GORE

APRIL 1980.

SUN 6

K. HALSTEAD and P. LINDBLOM

SAT 19

N. BROWNLOW and I. CLARK

MAY 1980.

SUN 4

D. ZANKER and J. BAKER

SAT 17

B. CRABB and P. COOPER

JUNE 1980.

SAT 21

D. DIGUISTO and D. COLLINS

JULY 1980.

SUN 6

J. DALY and B. GAMBLE

SAT 19

ROBIN and ROGER GIESECKE



OVERSEAS VISITOR

Mr. Allan Wood from the Nottingham Society of Model Engineers visited the Society in January. Allan is on a 3 month visit to his son Michael.

Michael shares his Dad's interest and during the visit will be rejuvenating a 5'-6" model of the "Corona" a 12 volt elect. powered radio controlled boat. The "Corona" was the vessel that first came to the aid of the "Titanic".

We look forward to seeing Allan and Michael again, and of course welcome the "Corona" to our boat pond.

TIT BITS

HANDY HINT

To protect much used charts, plans and other printed articles, purchase from your local Hardware store some CON-TACT, clear. The Con-tact clear is a self-adhesive vinyl.

The backing of the self-adhesive vinyl is removed and the clear Con-tact placed upon the chart or printed article.

This gives protection and durability to the article as well as allowing the eradication of biro or marking pencil that may need to be placed on it.

DID YOU KNOW ?

In May 1912, a conference under the Chairmanship of Mr. Percival Marshall, President of the SMEE with the makers and users of model steam and water fittings resolved unanimously to adopt the following as the Model Engineer standard threads.

$\frac{1}{4}$ " and under	-	40	threads	per	in.
$\frac{5}{16}$ "	-	32	"	"	"
$\frac{3}{8}$ "	-	32	"	"	"
$\frac{7}{16}$ "	-	26	"	"	"
$\frac{1}{2}$ "	-	26	"	"	"

The whitworth thread form being used in each case.

The decision of the Conference was prompted by a vote taken by readers of the Model Engineers and Electrician, plus the desire to obtain standardisation.

Our Thanks

To Mr. Vin Angley of Edwardstown we record our grateful thanks.

Vin daily commutes by rail to the City and constantly keeps watch over the works being carried out at SASMEE.

Vin offered SASMEE an 11ft x 20ft garage of no further use to himself, he thought the garage would be of benefit to SASMEE.

Thank you very much Vin, your garage is very much appreciated. Further, we hope you will next appear in our Bulletin as a new member.

THE SASMEE TRADER

FOR SALE.

Members are reminded of the quantity of
Copper tube that is on offer to you.

¼" 22 gauge tube 2 meters long

5/16" 22 gauge tube 2 meters long @ 50¢ per length.

This valuable, bargain priced copper tube
is available at SASMEE on a cash basis only.

Contact Wally Brownlow.

WANTED

2 Lucas 12 Volt generators.

Contact - Wally Brownlow - 2773760

WANTED

A Steam Turbine to light up the Loco.

Contact - Barry Dunstan - 475833.

LETTERS TO THE EDITOR

Being a shift worker ones freedom of movement is restricted, regrettably so in being unable to fully participate in SASMEE activities. I therefore use the pages of the 'Bulletin' to record a recommendation on our fine library.

When able to attend SASMEE functions I have been unable to use the library facilities due to the absence of a librarian.

Due to the excellent facility that exists with our library, I would like to recommend the following :-

That the library be available to members on all meeting nights and Public Field days, and that a roster system for librarians be established and published in the 'Bulletin', further, that additional librarians be appointed to ensure the library is open during the abovementioned times.

Fred Gold

Pt.Noarlunga Sth.

LETTERS TO THE EDITOR

On reading the latest issue of SASMEE Bulletin, I was astonished to find out that there is yet another standard tyre profile proposed for miniature locomotives.

The state of the art seems to be fast approaching the chaos that existed until about 1910 when some sanity was introduced by Greenly who formulated tyre standards. The standards were adopted, loosely in some cases, by most locomotive builders including LBSC and Evans, and were further modified and improved in some cases in 1975 by a SMEE Committee chaired by Bill Carter.

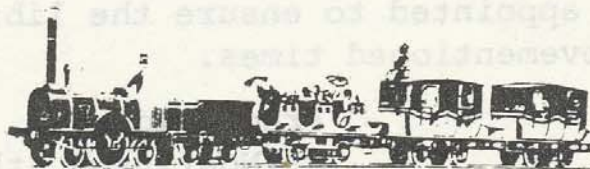
During the 1960's a similar standard for $3\frac{1}{2}$ " and $4\frac{3}{4}$ " gauges was adopted by the Los Angeles Live Steamers and most societies in the United States. Bill Richards of the Sydney Steam Locomotive Society adopted the $7\frac{1}{2}$ " profile and modified it for 5" gauge by decreasing the back to back measurement from $7\frac{1}{16}$ to $4\frac{9}{16}$, and this was accepted by SASMEE and other Australian Societies for use on 5" ground level tracks.

If anyone takes the trouble to compare the dimensions of the Los Angeles $7\frac{1}{2}$ " tyre or SASMEE's 5" tyre with the $7\frac{1}{4}$ " tyre of the SMEE Committee the differences will be found to be minimal, and in most cases do not vary by more than a few thou. Total tyre width is immaterial and can be increased or decreased to suit the width of rail used.

I find the statement, that the flange widths of the SMEE and Los Angeles standards is considered to be too narrow, to be fallacious, as wheels to these standards have been used for many years in the USA and Europe (where Locomotives built to a large loading gauge) and the U.K. without published reports of failure or accelerated wear.

If any reader wishes to enter into a spirited argument with me on this matter, I will be returning to Adelaide in May 1980.

Denys Irving.





CHIT CHAT

Shortly off to England will be Ralph Skewes. Ralph is due to leave early in July, returning in September, some 3 months of action packed touring.

Mike Bradford is on the move again, this time to East Indonesia for a twelve month stay.

Have you noticed the spiralling cost of Copper?, it's now fetching \$2500. a tonne. Silver also on the rise- \$1047, per Kilogram.

It is disappointing to learn that the Meccano Set Dinky Toys are to be no more. Meccano Ltd of Liverpool have ceased production of these well known products due to economic factors. A significant sign of the times.

Congratulations to Bill West on his recent 1st Solo. His 1st Solo relates to a small training Aircraft which Bill flew on his own, and for a trainee pilot a most memorable event. As well as learning to fly, Bill has been directing his energies toward a 5" Shay, of which many components have been completed. I understand the 5" Shay is identical to one that Wally Brownlow is proposing to build.

Keith Muchenberg from Whyalla called into SASMEE recently. Keith brough best wishes from his Dad Max, to all his SASMEE mates. Max is constructing a 'Mini' traction engine at present 1" to the foot scale. Keith tells me that since the 'Pichi-Richi' has been operating, Model Engineering activities in the Whyalla area have decreased.

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and Commissioner, ANR.

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TO THE EDITOR

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